## Weekly National Intelligencer.

## WASHINGTON: SATURDAY, OCTOBER 21, 1854.

The subscription price of this paper for a year is THREE

or more copies.

No accounts being kept for this paper, it will not be sent or mailed to any one unless paid for in advance, nor any longer than the time for which it is so paid.

MONDAY, OCTOBER 16, 1854

## THE RECIPROCITY TREATY.

The information conveyed in the annexed article from the Journal of Commerce of Saturday accords substantially with what came to our knowledge through other channels two or three days ago, and we feel authorized to say that its general correctness may be latied on :

H. M. PERLEY, Esq., as Special A ant of the Province of Nova Scotia, has a second ment with the Government at Washington in regard to the admission of colonial fish into our ports prior to the conclusion of all the acts necessary to give full effect to the treaty. Mr. Perley arrived here yesterday from Washington, and was entirely successful in the objects of his visit.

"The Secretary of State, in an official letter of the 10th, states that, in consideration of the admis-sion of American fishing vessels to the benefits of the inshore fisheries, the United States Government is desirous of admitting Colonial fish free of duty at once, but has no power to do it by the existing law. But he states that an application will be made to Congress by the Executive for an act for refunding the duties which may be paid on such fish.

"The acting Secretary of the Treasury, Mr. P.

G. Washington, was yesterday to issue, in accordance with this decision, a circular to the Collectors, directing them to give special certificates of the re-ceipts on account of the duties on fish, with a view to convenience in refunding them upon their pre-sentation after Congress shall direct this to be done, in pursuance of the Executive recommendation. Under these circumstances, the certificates thus issued will be immediately available to the parties re-

ceiving them.
"We also learn that the Crown officers of the British Government have given the opinion that no action of the Imperial Government is necessary to give effect to the treaty, because the laws made in pursuance of the convention of 1818 are necessarily represented by Messrs. Aiken, Keitt, Orr, and abrogated by the abrogation of that convention.

"The Colonial Legislature of New Brunswick will meet on Thursday, the 19th instant, and will assent to the treaty. No special meeting of the Government of Nova Scotia has been ordered for INDIAN TREATIES. the purpose of accepting the 'treaty, but it is believed that a measure so important to the interests of that Province will not be delayed. The prospect is, therefore, that the treaty, in all its points, will be allowed to take effect in the course of another month. The President will probably issue his proclamation giving effect to the treaty after the requirements of the act of Congress shall be complied with, through the necessary Colonial action, and without waiting for an act of the British Parliament, if such act be deemed unnecessary by the British Government."

## RANDOM ASSERTIONS.

The Illinois State Register (Democratic) makes the following statement with apparent gravity:

"In the year 1853 Congress established the Territory of Washington. It was taken from the north part of Oregon, and was part of that territory over which the ordinance of '87 excluding slavery was extended by the act of Congress establishing Oregon Territory in 1848. By the act of Congress establishing Washington Territory the ordinance of '87 was repealed, so far as it applied to Washington Territory, and the people of Washington were left free to determine whether they would have slavery or not. This was the same principle of the Compromise of 1850 as applied to New Mexico and Utah. It not only carried out the principle of the Compromise of 1850, but in order to do so the ordinance of '87, the same in exact words as the Missouri Compromise, was repealed to give place to the principle of the settlement of 1850. Precisely the same thing was done in this case in Washington Territory as has since been done in the case of Nebraska. Over both the Missouri Compromise excluding slavery had been extended by Congress. In both cases, too, the Missouri Compromise was repealed to give place to the compromise principle of 1850, which leaves the question of slavery to be determined by the people of the Territories. In Washington, as in Nebraska and Kansas, the people have the right to say whether they will have slavery or not, just as they have in New Mexico and Utah under the Compromise of 1850. Now, was it right to repeal the Missouri compromise principle in Washington and to leave the people free to fix the question of slavery for themselves? If it was right to do so in Washington, was it not right to do precisely the same thing in Nebraska and Kansas?"

This is in the district of the Hon. Richard "In the year 1853 Congress established the Territory

This is in the district of the Hon. RICHARD YATES, with a majority of 1,100 Democrats. There must be a great degree of apprehension as to the result, when his opponents are driven to such

Will the reader believe, without turning to the law, that there is not in the act establishing the Territory of Washington one word about slavery? This Territory, as the reader knows, was a part of Oregon, over which the ordinance of 1787 was extended by a Democratic Congress, under Mr. Polk's approval, and therefore slavery is still prohibited there, and the people of Washington Territory have not "the right to say whether they will have his vessel, making in all 551 vessels. On the 8th ultimo, slavery or not." On the contrary, the laws now in force in said Territory of Washington, by virtue of the legislation of Congress for the Territory of Oregon since the 1st of September, 1848, &c. and prior thereto, (prohibitory ordinance and all,) are leclared to be continued in force. Besides, all the laws passed by the Legislative Assembly must be submitted to the Congresss of the United States, and, if disapproved, shall be null and void. No "popular sovereignty" here.

The Postmaster General and the Secretary of the Interior are at present at Boston on official busi-ness. The First Assistant Postmaster General, Mr. HORATIO KING, and the Chief Clerk of the Department of the Interior, Mr. G. C. WHITING, are the acting officers in the absence of the heads of those departments.

MANASSAS GAP ROAD.—This railroad has been con pleted and opened to Front Royal, in Warren county, Virginia. The design is to extend it to Harris in Rockingham, and its location is near the Valley Turn pike. The latter company think the close proximity of the railroad will be both dangerous and injurious, and have applied for an injunction. Judge PARKER has declined to grant the request.

OHIO ELECTION.

The Cincinnati Gazette of 13th contains a sam-

Warren county2,00
Clermont2,00
Ross
Muskingum1,00
Clark
Champaign
Miami1,20
Darke 50
Sciota 80
Logan:2,30
Erie 50
Seneca
Fairfield1,00
Shelby 86
Union 80
Logan1,20
Coshocton 32
Madison 92
Athens 70
Perry 80
Vincen 7

In the above forty-two counties (the Gazette says) the anti-Nebraska in pritty 54,144. So have not heard of a county which the Administration party has carried. There are eightyeight counties in the State, and we should not be surprised if the People's ticket was elected by ninety usand majority. They have carried every Congressional District, and it looks as if they had carried every county. The above returns are not official, but they are nearly right.

The Return Judges of the various counties in the State of Pennsylvania were required to meet at the respective county seats on Friday to prepare the aggregate returns. The Philadelphia American says that Mr. Pollock's majority for Governor seems likely to reach thirty thousand. But three Nebraska men are known to be elected to Congress from the State, all the rest being opposed to that measure.

To stop her headway. He repeats his former statement in regard to the thorough search which was made by the vessels which were sent to look for the boats of the Arcitic, and speaks in terms of the highest praise of the condition, and the speak of the Arcitic seals which were sent to look for the boats of the Arcitic, and speaks in terms of the highest praise of the condition, and the speak of the Arcitic seals which were sent to look for the boats of the Arcitic seals which were sent to look for the Ar

SOUTH CAROLINA CONGRESSIONAL ELECTION. We learn from South CAROLINA that John McQueen, William Aiken, Lawrence M. Keitt, PRESTON S. BROOKS, JAMES L. ORR, and WIL-LIAM W. BOYCE, the present Representatives in Congress from that State, have all been re-elected as members of the next Congress. In the districts Boyce there was no opposition to their re-election.

Mr. Donn, United States Indian Agent, has just cluded treaties with the Senecas, Shawnees, and Quapaw adjoining the southwest corner of the State of Missouri. The Senecas made an entire sale of their country, the United States receding one hundred and sixty acres to each individual, which is to be located in a body. The Shawnees and Quapaws made a similar treaty to that made by the Delawares. The lands are to be surveyed and sold by the Government for their benefit, reserving eighty acres to each member of the tribe. The Quapaws receive a gratuity payment of three thousand dollars. The Shawnees commute the payment of their annuities to be paid in four annual payments, which will amount to about twenty-two thousand dollars. The Senecas also commute the payment of their annuities, which will give them about the same amount as the Shawnees: the entire amount to be paid upon the ratification of the treaty by the Government.
Mr. Donn was to hold a council with the Osages on the

25th September for the purpose of treating with them.
[Kansas City Enterprise.

VIRGINIA AGRICULTURAL FAIR.—The Richmond paper frequently refer to the preparations in progress to make this one of the greatest exhibitions ever held in the country. Last year every body was surprised and gratified with the admirable success of the enterprise. This year, as we learn from the Dispatch-

raisers of the State.

"Tents, and stands, and coops, and other conveniences are provided for the ample display of works of art, of flowers and fruits, and vegetables and poultry, &c. The exhibition grounds are hardly equalled, certainly not surpassed, by any in the Union for their spaciousness and the general convenience of their arrangements."

A NEW RAILROAD PROJECT. -An air-line railroad from Louisville, Kentucky, to Memphis, Tennessee, is strongly urged in the papers of the latter city. It would save much distance, and give new life to both cities.

THE ARMY. - Six officers and three hundred and forty five men will leave New York on the 26th instant for Corpus Christi, whence they are to be distributed among different military posts, to fill vacancies occasioned by expired terms of service, desertion, &c.

THE SOUTH SHOAL OF NARTUCEST .- Capt. Samuel Bunker, of the light ship stationed near this shoal, states that, during the last quarter, 12 steamers, 113 ships, 57 barques, 191 brigs, 142 schooners, and 36 sloops passed wind strong from west and a thick fog, a large ship stood in within the light ship, but the ringing of the bell arrested her progress, or she would have been aground on the South Shoal in fifteen or twenty minutes.

THE OHIO AND INDIANA RAILROAD is finished to the State line of Indiana. There is now a continuous rail- at one time deemed insurmountable. road from Pittsburgh to that point, spanning the great State of Ohio. "Three miles and a half of iron remain to be laid to connect Pittsburgh and Port Wayne. In a few days the road will be opened to Fort Wayne.

It is computed that there will be twenty-one thousa niles of railroad in the United States on the first day of January next. The longest railroad upon the surface of the globe is the Illinois Central, which is seven hundred and thirty-one miles in length, and is rapidly approach ing completion.

MAKING THE MOST OF IT.

MAKING THE MOST OF IT.

The election returns from Florida and California occupy a much larger and conspieuous place in the Democratic papers than those from Pennsylvania, Ohio, and indiana. They are golden drops from distant sands.

Three Democrats are chosen from States which at present send Democrats, and these are victories worth relating! Those little rebellions in three great States are not worth the space necessary to recount them. The "sovereigns" have gone crasy, and the Democracy awaits the "second sober thought," as Mr. Van Buren did. But what if it should speak in the same manner?

VERMONT SENATORS ELECTED.

The Legislature of VEP.MONT assembled on Thurs day week, and organized without difficulty. There is a large anti-Nebraska majority in both branches Two United States Senators were to be elected-one for the remainder of the term ending March 3, 1855 rendered vacant, first by the death of Mr. UPHAM, and next by the failure of the Legislature last year to elect a successor to Mr. PHELPS, whom the Gov ernor appointed temporarily, and the other for a full term of six years beginning March 4, 1855. The Leter. Their names are: gislature proceeded to the election on Saturday last and elected for the short term the Hon. LAWRENCE BRAINARD, of St. Albans, and for the long term the Hon. JACOB COLLAMER, formerly an able Rop resentative in Congress from Vermont, and more recently Postmaster General during Gen. TAYLOR's

THE ARCTIC CALAMITY.

Of the forty-five persons who were saved from the eight arrived at Boston from Halifax on Thursday night. The passengers report that at the time of the collision the Arctic was on the top of a long wave, while the Vesta the Arctic was injured below her water-line. This will account for the reported difficulties in stopping the leak.

Mr. Baalham states that there were two men on the ookout when the collision took place. The propeller was seen but a moment before the vessel struck, not in time to stop her headway. He repeats his former statement

was not started, and he proceeded to lighten his vessel at the head by throwing overboard all the cargo and luggage which was in the fore part of the vesset. This eleva-tion, with the firmness of the bulkhead, contributed muci to stop the heavy rush of water. About one hundred and fifty mattresses, palliasses, and other effects of the crew and passengers were now placed abaft the safety parti-tion, over which were thrown sails, backed by boards and planks, the whole being secured by cables well and firmly wrapped round all. The foremast, which received some damage, was cut away, and contributed considers bly to raise the head still more. Two boats were launched, the first of which sank, and the second was taken sengers, against the orders of the captain. They were

The Vesta arrived at St. Johns (N. F.) on the 30th of September. She is a merchant screw-steamer, and was bound from St. Peter's to Granville. She had an hand one numureu and forty-seven passengers and a crew of

It unfortunately turns out that the report that thirtyone of the crew of the Arotic were picked up by the Vesta
is incorrect. The passengers and crew on the two boats
which left the steamer and made Broad Cove were at Newfoundland with the Vesta, and several of the passengers talked with the French captain and saw his vessel. He saved no one from the Arctic. From the circumstance that Capt. Luce steamed around him, to give assistance he supposed that the Arctic was not seriously damaged and when she left him his impression was she had made directly for New York; otherwise the Vesta could and would have remained by her. Although the bow of the Vesta was literally stove in, leaving a large rent, yet the ommute the payment of their annuities, which will give tain says that his vessel could have lived four or five days, could have taken off every soul on board the Arctic and brief struggle, with my own helpless child in my arms; brief struggle, with my own helpless child in my arms; brief struggle, with my own helpless child in my arms; brief struggle, with my own helpless child in my arms; then I again found myself impelled downward to a great then I again found myself impelled downward to a great then I again found myself impelled downward to a great then I again found myself impelled downward to a great the manner of the manner steamed off in a western direction, the captain of the Vesta was put out of hearing of the signal-guns which she ubsequently fired.

Of persons known to have got places in the boats,

Of persons known to have got places in the boats, there were only nineteen passengers. In contrast with the rush made to the boats by the crew stands the conduct of the passengers. Mr. Dorian, the third mate, tells us that he never saw men more coolly courageous than these same passengers; and, he adds, that their quiet resignation and implicit confidence in the captain and officers of the ship were such as it is impossible to surpass. Mr. Burns also says in his statement that after the collision, and up to the last moment, the majority of the passengers were working at the pumps, firing sigand officers of the ship were such as it is impossible to surpass. Mr. Burns also says in his statement that aflast year to the purposes of the society and among the most interesting features of the place is the circular track for the exhibition of horses. This is sufficiently large to give an admirable opportunity for a full display of all their excellencies. The trotters may show off in all their grace and the fleetness of 2.40, which we believe is tiptop on the plank road. The secommodation for horses is superb, and we hope every man who has a horse that he takes any pride in showing will add him to the exhibition.

"The stalls for cattle and pens for sheep and hogs are more numerous than they were last year, and we hope they will be filled with animals creditable to the stock raisers of the ship were such as it is impossible to surpass. Mr. Burns also says in his statement that after the collision, and up to the last moment, the majority of the passengers were working at the pumps, firing signetically distributed the crew took advantage of the opportunity to seize the boats and escape, leaving the captain, while the crew took advantage of the the collision, and up to the last moment, the majority of the passengers were working at the pumps, firing signetically distributed the crew took advantage of the captain, while the crew took advantage of the opportunity to seize the boats and escape, leaving the opportunity to seize the boats and escape, leaving the opportunity to seize the boats and escape, leaving the opportunity to seize the boats and escape, leaving the opportunity to seize the boats and escape, leaving the opportunity to seize the boats and escape, leaving the opportunity to seize the boats and escape, leaving the opportunity to seize the boats and escape, leaving the opportunity to seize the boats and escape, leaving the opportunity to seize the boats and escape, leaving the opportunity to seize the boats and escape, leaving the opportunity to seize the boats and escape, leaving the opportunity

proper exertion and the use of a rair, which the salves alone knew how to construct.

The passengers agree in stating that Mrs. Collins and her son and daughter were drowned. Indeed, it does not appear that a single female escaped. This, however, was not the fault of Capt. Lucz, for we notice in the statements of several of the survivors that he had caused boats to be launched for the use of the women, but they were immediately taken possession of by men, consisting mostly of the crew, who jumped overboard in order to get into them. The selfishness of human nature never get into them. The selfishness of human nature never was more strikingly displayed. There were not less that sixty females on board; but the instinct of self-preserva tion seems to have been predominant on the occasion, and with some honorable exceptions, courage, chivalry, and humanity were thrown to the winds.

THE PEE-DEE BRIDGE COMPLETED. This is one of the great bridges of the country which an American engineer may point to with pride. The Wilmington (N. C.) Herald says:

Wilmington (N. C.) Heraid says:

"We are rejoiced to say that the bridge over the Pee Dee river, on the line of the Wilmington and Manchester Road, is completed at last; and that the regular passenger train passed over it on yesterday. Henceforward there will be no lenger delay at this difficult point of the road; and the old flats for the transportation of the mails and passengers over this impracticable river will be dispensed with. The completion of this great work, the pioneer of the kind in this country, is an era in the history of bridge building, and a source of congratulation to the friends of the road and the public."

This bridge was constructed under the direction WALTER GWYNN, Esq. A festival is talked of in comnemoration of the achievement in the face of difficulties

The Directors of the Baltimore and Ohio Railroad, at their meeting on Wednesday, decided unanimously not to make a dividend, the nett earnings of the road having been applied to the construction and to the meeting of maturing engagements. On the proposition for an advance in coal freights a vote was also taken and decided negatively, 14 to 12.

AWFUL STEAMBOAT CATASTROPHE.-The steambo AWFUL STRAMSOAT CATASTROPHE.—The steamboat Malia, Capt. Frazon, from Louisville to Memphis, with about two hundred and fifty passengers on board, struck a snag at the head of Hurricane Island, about fifty miles above Paducah, on the morning of the 29th ultimo, when she immediately sunk in about twelve feet water. Most of the cabin passengers rushed on the hurricane deck, while the deck passengers commenced jumping on a flatboat swinging at the time and threatening to capsize. From information derived from one of the passengers the number drowned must have been between thirty and fifty, all except two being deck passengers, among whom RESCUE OF CAPT. LUCE, AND HIS ACCOUNT OF THE LOSS OF THE STEAMER ARCTIC.

Since the issue of our last paper the gratifying intelligence has been received of the rescue of Capt. LUCE, the noble commander of the unfortunate steam er Arctic, together with several of her passengers and crew, by the ship Cambria, which arrived at Que bee on Friday night. The persons thus saved from death were picked up at sea, upon rafts and fragments of the ship, on the second day after the disas-

J. C. LUCE, late captain of the Arctic; GEORGE F. AL LEN, of New York; JAS. SMITH, of Mississippi; and FRED-ERICK MAY, all passengers on the Arctic; and J. A. Gover FRANÇOIS, of the Vesta. Also, the following firemen, be longing to the Arctic: Patrick Noran, Alex. Grant, Mi-chael Russell, John Riley, and John Patterson.

Cept. Luce has forwarded to Mr. Collins, by Telegraph, from Quebec, a statement of the incirescre, of which the following is the substance:

At he time of the unfortunate collision I was below working out the position of the steamer. I immediately ran on deck and saw the iron steamer under the starboard bow, and passing astern, grazing and tearing the guards in her progress. The bows of the strange vessel seemed to be literally cut or crushed off for ten feet, and seeing glance at our own ship, and believing that we were comparatively uninjured, the boats were cleared and the first officer and six men left with a boat to board the stranger

and ascertain the extent of her damage.

The engineers were immediately instructed to put on the steam pumps, and the four deet pumps were worked by the passengers and crew. The saip was at once headed for land, and several ineffectual attempts were made

to stop the leak by getting sails over the bows.

Finding that the leak was gaining on them very fast, notwithitanding the very powerful efforts made to keep the ship free, resolved to get the boats ready, and have as many ladies and children placed in them as possible. To sooner, however, had an attempt been made to do this than the firemen and others rushed into the boats in spite of all opposition. Seeing this state of things, ordered the boats astern to be kept in readiness them cut the rope in the bow, and soon disappear estern

in the for.

Another boat was broken down by persons rushing in at the dailts, and many were precipitated into the sea and drowned. This occurred while I had been engaged in getting the starboard guard-boat ready. I had placed enacted at with the first boat. I then gave orders to the ond officer to let go and tow after the ship, keeping near the sern, to be ready to take the women and child-

My attention was then drawn to the quarter-boat, which I found broken down, but hanging by one tackle. A rush was made for her also, and some fifteen got in seaman wasleft on board or a carpenter, and we were without took to assist us in building a raft as our only

Many of he passengers, who deserve great praise for their coolnes and energy, did all in their power until the latest moment before the ship sunk. Mr. Rogers, the chief eigineer, with a part of his assistants, had taken one of the small deck-boats, and before the ship went down palled away with about eighteen persons.

To form araft it became necessary to get the only remaining boat (a life boat) into the water. This being accomplished, Mr. Dorian, the chief-officer of the boat, taking care to keep the cars on board the steamer to bre-

accomplished, Mr. Dorian, the chief officer of the boat, taking care to keep the cars on board the steamer to revent those in the beat from leaving the ship, proceeded to work, said hoping to be able to get the women and cuttidren on board his boat at last. They had made considerable progress in collecting spars, when the alarm was given that the ship was sinking, and the boat was shoved off without cars or any thing to hold themselves.

In an instant after, at about a quarter past five o'clock to the ship was down, carrying every soul on board.

depth, and before I reached the surface a second time I had nearly perished, and lost the hold of my child as I

had nearly perised.

Struggled upwarfs.

When I got upon the surface of the water the most awful and heart-rending scene presented itself to my view. Over two hundred men, women, and children with places of the wreck, callwere struggling together, amid pieces of the wreck, call-ing upon each for help, and imploring God to assist them. Such an appalling scene may God preserve me from wit-

Such an appalling scene may God preserve me from witnessing again?

Amid this struggling mass of human beings I discovered my child, and was in the act of trying to save him, when a portion of the paddle-box came rushing up edgewards, just grazing my head and falling with its whole weight upon the head of my darling child.

I then succeeded in getting on the top of the paddle-box in company with eleven others. Onc, however, soon left for snother piece, and others remained until relieved by death. We stood in water up to our knees, the sea frequently breaking over us. We separated from our friends if the wreck and passed the night each expecting every hear to be his last. every hour to be his last.

The norning came, but not a living soul could be seen

Mr. S. M. Woodruk, of New York, was relieved by death, and all the others now began to suffer severely from the want d water, except George F. Allen and myself. Night at last came on, thick and dreary, with our minds made up that neither of us would see the light of another day. Very soon three more of our suffering party were relieved by dath, and Mr. Allen, a young man, and myself were all tlat were now left, and we were much exhausted. We sept for awhile during the night, and became some-

what refreshed.

About an hour before daylight on Friday, the 29th, we saw a vessel's light near us. We all exerted ourselves to the utmost of our abilities in halling, but the light disappeared to the eastward of us. Soon after daylight a barque hove in sight to the northwest. The log having lightened a little we observed that she was steering apparently for us, but in a short time she appeared to have changed her course again, and we were doomed to bitter disappointment; yet I feel hopes that some of our fellow-sufferers may have been seen and rescued by her.

Shortly after a ship was discovered to the eastward, steering directly for us. As she approached they fortund the steering directly for us. As she approached they fortund the steering directly for us.

steering directly for us. As she approached they fortu-nately discovered a man on a raft near them, and suc-ceeded in saving him. This man saved is a Frenchman, who was a passenger on board the steamer with which we came in collision. He informed the captain that others were on pieces of the wreck, and he proceeded to cruise around in search of them. We were taken on board at about 3 o'clock P. M., after an exposure of for-

covered and rescued. About dusk another piece of the wreck, on which were five of our firemen, was discovered, and the sufferers rescued. None others could be

been the captain of the Jesse Stevens, whose memorable rescue by Capt. Nys, of the Pacific, will be remem-

Capt. Lucz adds that at the time of the collision the Capt. Luck adds that at the time of the collision the anchor of the steamer Vesta was driven through the bows of the Arctic about eighteen inches above the water-line, and an immense hole had been made at the same instant by the fluke of the anchor, about two feet below the water-line, raking the fore and aft plank, and finally breaking its chain, left the stock remaining in and through the Arctic, which rendered the attempt to draw a sail around the bow of the vessel impracticable.

BEARS.—It is stated by a gentleman lately returned from Canada that the bears, driven from the woods and back places for want of food, have been unusually numerous in the open fields. One farmer lost twenty-nine cattle, carried off by them, and others have suffered in like manner, though not to such an extent. A crusade against these marauders was made and about a dezen

THE LOST OF THE ARCTIC.

FROM THE NEW YORK COURIER. Among the passengers in the Arctic.were the following ersons, whose loss will be mourned not only by the mediate circle of their relatives and private friends, but by the public generally, among whom they were distinguished and honored citizens:

PROFESSOR HENRY REED .- Prof. Reed was a native of Philadelphia, a grandson of Gen. Reed of Revolutionary memory, and brother of W. B. Reed, Attorney General memory, and brother of W. B. Reed, Attorney General of Pennsylvania. He graduated at an early age at the University of Pennsylvania, and after the regular course of legal study was admitted to the bar. He practiced a short time with success, but his fondness for literary pursuits led him to abandon the law and accept the Professorships of English Literature and Rhetoric in the University of Pennsylvania. He filled this post for more than twenty years, and so filled it as not to leave any thing to be desired in respect to its completeness and usefulness. He was also Vice-Provost of the Institution. Mr. Reed was on his return to his native city, after at cultivation which a voyage to Europe, undertaken in the right spirit, usually imparts, in order to resume his place in the University. He was married to a grand-daughter of Bishop White, and was fifty-five years of age.

of Bishop White, and was fifty-five years of age.

EDWARD SANDFORD, Esq.—This well-known and universally respected member of the New York bar was a native of Senecaccounty. He was a brother of the late Lewis H. Sandford, Assistant Vice Chancellor, and afterwards Judge of the New York Superior Court. Soon after his admission to the bar he became the law partner of John L. Graham, Esq., of this city. When the Court of Sessions was regorganized, under the administration of Governor Seward, Mr. Sanford was appointed one of the Judges of that Court, but declined the office. Mr. Sanford sailed in the packet ship Mercury, of the Havre line, on the second of July last, with his wife and six children, the eldest of whom is about seventeen years of age. He left his wife and children in Paris, where he had leased a house for three years, for the purpose of giving his children a continental education. On the voyage to Europe the ship Mercury encountered an iceberg, which seriously injured that vessel and endangered the lives of the passengers. The last suit in which Mr. Sanford was engaged he was associated with the late N. B. Blunt, and took leave of him in Court on his departure for Europe. Mr. Sanford and continents a continents of the court on his departure for Europe. him in Court on his departure for Europe. Mr. Sand-ford was about forty-five years of age, was devotedly at-tached to his profession, in which he stood among the most distinguished.

and favorably known as an artist of great merit. He was the painter of the panoramas of Jerusalem, Lima, and other cities, which were exhibited in this city some

sectiont, and was on his return from an excursion under-

Philadelphia, and highly respected and honored there. He was a member of the Board of Managers of the Penn-sylvania Institution of the Blind, and devoted himself to ylvania Institution of the Blind, and devoted himself to the promotion of the interests of the institution and to "Twenty-four yards; enough for two dresses."

MR. SANDERS'S LETTER TO THE SWISS.

FOR THE NATIONAL INTELLIGENCER.

Mr. Consul Sanners's Swiss letter, it appears, has no een very favorably received by the people of that country, a verdict which its doctrine of intervention most justly assigns it. We extract the following from the Goernment organ, the New Zuericher Zeitung :

"MAZEINI and his coadjutors appear bent upon bring-ng Switzerland into difficulty. With them there sympa-hises and labors a certain George Sanders, American thises and labors a certain George Sanders, American Consul in London, who has written an open letter to the Federal Council (Congress) regarding the position we should occupy towards political refugees. In London, by his doctrine of intervention, he so transgressed the bounds of his instructions that President Pierce was obliged to recall him. But just before embarking, to climax his unwarrantable conduct, he wrote us his letter, which, from its wording, is undoubtedly intended to apply as well to his country as ours. Now, Mr. Sanders may be a very clever gentleman, but an onslaught on our established foreign policy is and remains a useless and most miserable puff. We Swiss have had much more experience of the ingratitude of political refugees than Mr. perience of the ingratitude of political refugees than Mr. Sanders, of the great Starry Republic. We have the right to offer our country to refugees an asylum, but when they misuse our floupitality by efforts of a political or revolutionary character it is the duty of our Government to expel them in order to save her own subjects from having their country converted into a battle-ground for foreign revolutionists. We have repeatedly suffered from the abuse of our hospitality by having ourselves entangled in difficulties with adjacent Governments, being ingled in difficulties with adjacent Governments, being invariably left to fight our own battles and repair the damage as best we could. Yes, we know from a dozen instances where much greater sacrifices have been made
by our Government to political refugees than were ever
granted by the world's greatest republic. Letters have
been repeatedly shown us from individuals who never
considered our institutions sufficiently republican for
their purposes whilst with us, but who now are quite
modestly endeavoring to earn a subsistence with the
sweat of their brow in our sister republic across the
ocean. Coming as it did, however, merely from a consul,
the letter of Mr. Sanders bears nothing diplomatic or
official, and can, therefore, only be regarded as perhape
his well-meant advice, and not as the doctrine of a policy
advocated by the United States. The letter, therefore,
will receive no attention from our Government, as their
policy is opposed to 'hauling other people's chestnuts policy is opposed to 'hauling other people's chestnuts

flesh and blood must waste as the flower wilts when plucked from the stem? Energy may be seen any day in the week at a street corner sharpening knives. Apple stands yield profit enough to pay for an upper-room and something approaching to comfort. Matches industriously offered have purchased a house and lot. Tripe and sausage-meat enable the dealer to keep cool in warm weather, and more than pay for coals and expenses when frost prevails. An Ethiopian swill-collector has qualified himself to exercise the elective franchise by pursuing his sloppy vocation with vigor. Out of employment who can know who or what you are if you stand at the corner moping and wondering why a stranger does not step forward to extend a helping hand? Never hope to jump at once into prosperity, for the chasm between industry and idleness is of frightful width. Never allow pride to bring a blush to your cheek because your business is humble. Pride is not reliable in all cases. If you labor you produce, and producers are certain of reward in some form. If you are cheated of your money, an honest man may hear of your calamity, and with generous heart offer you a position. Never say "out of employment!" because no reasonable excuse can be offered therefor. The world is wide; the people daily find rest in the cemeteries, and places must be supplied. There's work enough for all, while integrity and sincerity are characteristics. Try again.—Albany Knickerbocker. dustry and idleness is of frightful width. Never allow pride to bring a blush to your cheek because your busi-ness is humble. Pride is not reliable in all cases. If you

FOR THE NATIONAL INTELLIGENCER.

"NOT" A FERN LEAF. BY ONE WHO KNOWS.

There is not in the whole range of human life a class of the community whose wrongs and trials will for a mo my pen to give you a single leaf. They nevertheless pay. enjoy less pleasure, have less sympathy from the public and less thanks from employers, while they exert more energy, devote their entire time, and call into active operation every power, both of body and mind, to asomplish less than could be achieved with one-half the labor in any other position in life. 'Tis an old saw, "the patience of Job." I tell you, my darling public, Job was never a clerk in a dry-goods store. If he had been, the more than probable he would have taken Mrs. Job's advice: for then indeed his affliction would have been more than he could bear, and all the cardinal virtues would not have been as much as is daily called into requisition by those who would serve the public in the position of a lry good's clerk; and, if you will allow me space enough, I will endeavor to show you that what I have said is true, by laying before you a single page from my journal, regularly kept up during a service of seven years in that capacity in this city, taking good care so to change the name that none shall say "I did it," and by it prove

NOVEMBER 24 .- Yesterday, being a rainy day, we had NOVEMBER 24.—Yesterday, being a rainy day, we had a moment's respite from the throng which has poured in upon us from the beginning of the fall season. Arose at six, dressed, breakfasted, and at the store by eight o'clock, in the best humor imaginable, and with the prospect of a fair day's trade. Took my position near the door, ready to wait upon the first fair customer whe should make known her wants.

Ah, just in luck, thinks I to myself. Here is Mrs. Flource making her way hither. I shall now have a plen-

to your most perfect satisfaction that, in spite of Miss

Fanny's leaf, we are more sinned against than sinning :

Flounce making her way hither. I shall now have a plea-sant customer to begin with; and she enters the store. "Good morning, Mr. Tape." "Good morning, Mrs. Flounce. What shall I have the pleasure of showing The last suit in which Mr. Sanford was engaged he was associated with the late N. B. Blunt, and took leave of him in Court on his departure for Europe. Mr. Sand-ford was about forty-five years of age, was devotedly attached to his profession, in which he stood among the most distinguished.

F. Catherwood.—Mr. Catherwood was extensively and favorably known as an artist of great merit. He was the painter of the panoramas of Jerusalem, Lima, and other cities, which were exhibited in this city some years since and attracted a great deal of attention. He was also the companion of the celebrated traveller, the late John L. Stephens, Esq., on his visit to Central America.

Abner Benedict, Esq.—This gentleman was also a distinguished lawyer of this city. He was native of Convectiont and was on his extensional and while I am inwardly congratulating myself with making the sale, she happens to remember myself with making the sale, she happens that Mr. Flounce does not like green at all, but if she could get a purple of just that plaid she would purchase it at once. "Well, madam, here it is, just received from Stewart's this morning, and you have the good far tune to be the first to see it." "Yes, yes, that is just

the promotion of the interests of the institution and to the personal comfort of the patients with a devotion which is not often equalled. At one time during the interval between the resignation of one principal and the election of another he assumed the entire charge of the establishment for the personal Hospital his services were equally important, especially in the department for the insact of the Doundstrain Hospital his services were equally important, especially in the department for the insact of the Doundstrain Hospital his services were equally important, especially in the department for the insact of the Doundstrain Hospital his services were equally important, especially in the department for the insact of the Doundstrain Hospital his services were equally important, especially in the department for the insact of the Doundstrain Hospital his services were equally important, especially in the department for the insact of the Doundstrain Hospital his services were equally important, especially in the department for the insact of the Doundstrain Hospital his services were equally important, especially in the department for the insact of the Doundstrain Hospital his services were equally important, especially in the department for the insact of the Doundstrain Hospital his services were equally important, especially in the department for the insact of the Doundstrain Hospital his services were equally important, especially in the department for the insact of the Doundstrain Hospital his services were equally important, especially in the department for the insact of the Doundstrain Hospital his leave were were equally important, especially in the department for the insact of the Doundstrain Hospital his leave were were equally important, especially in the department for the insact of the Doundstrain Hospital his leave were were equally in the department for the insact of the Doundstrain Hospital his leave were were equally in the department for the Insact of the Doundstrain Hospital his leave were were eq had occupied a prominent place both in the political and literary history of France.

Mr. Mahlon Day.—This gentleman was one of the oldest printers and publishers in New York, and was highly respected. His wife and daughter were with him on board of the Arctic.

Oost 11½, and of course we could not.) Well, you will at least give nine yards for a dellar." Well, rather than not sell, I cut it off; but yet my customer is not satisfied, and asks to have a spool of cotton, a few hooks and eyes thrown in. This is granted also. "Please charge it," says Mrs. Flounce, "and send it home. Good morning, sir. I'll call again in a few days, in hone you will

have something new." Scarcely has she left the store when up steps another Scarcely has she left the store when up steps another customer, pushes open the door as if she would wreak upon it some of the wrath which is beaming in her countenance and flashing from her eyes upon all she meets. She passes me by without a glance, and moves on to the back part of the store. As all the other cierks are engaged, I follow her until she stops at the cloak counter and makes known her wants by one short word, uttered in a tone of anger: "Cloaks!" "What kind, madam, cloth or velvet?" "Show me what you have, sir," is her reply, "and I'll make my own selection." Cloak after cloak is shown—cloth, velvet, silk, satin, trimmed and plain, long and short, with yokes and without, and in fact every imaginable style under the sun; and not a fact every imaginable style under the sun; and not a word either of approval or disapproval does my customer utter. At last a black velvet strikes her fancy, and she asks the price. In the most quiet manner I answer, "Forty dollars." "Is it possible! Did any one ever hear of such a price? What is there about that cloak hear of such a price? What is there about that cloak that should make it cost \$40? I can buy such a cloak in New York for \$25. I know a lady who got one there, just as good in every respect, and only paid \$25 for it; and I just saw one at Messrs. Yardstick & Co.'s for \$30 just as good. Won't you take that for yours?" "Indeed, madam, I could not; the cloak cost us much more than that in New York. You will see at once that there is three yards of velvet in the cloak, which is worth at least \$8 per yard, which would leave but \$6 for the making and trimming." "Well, I believe the clock I saw at Messrs. Y. & Co.'s is just as good and just as pretty; but if you will take \$35 for it I will take it." Finally we agree to divide the difference, and she takes the clock at \$37.50. Notwithstanding she can purchase just as good in New York for \$25 and in the next store for \$35. yet she purchases my cloak for \$37.50. But, lo! the sequel: her husband has just returned from Baltimore and brought her a cloak from there; but it does not suit and brought her a cloak from there; but it does not sair her, and she wishes me to take her cloak at what he paid for it and charge her with the difference. He can pay the cash for a cloak in Baltimore while he has an account upon our books, due last July, which yetremains unpaid. I respectfully decline to make the exchange. My cus-tomer is much surprised, thinks I am very maccounted dating, and leaves the store declaring she will spend no

I have not sent you the entire dettings of one day's work, but sufficient, I think, to prove to your most perfect satisfaction the truth of the position I assumed at the beginning. Should you find room for this I shall be tempted to submit other pages from that same. CATO.

LET THE PRINTER LIVE IF THE WORLD is COMING TO AM from their fires."

OUT OF EMPLOYMENT.

Out of employment! The exclamation is almost as common as the notices of "to let" on new houses. Why out of employment? Has ingenuity reached its end that flesh and blood must waste as the flower wilts when plucked from the stem? Energy may be seen any day.

The new moon will be on Saturday next, the 21st in